

WHAT IS CLAIMED IS:

1. A valve driving device for an engine, comprising:

a variable valve timing mechanism disposed at an end portion of a camshaft driving an intake valve and/or an exhaust valve synchronously with a crankshaft of the engine, the variable valve timing mechanism being a hydraulic-pressure operating type of variable valve timing mechanism that is capable of changing a rotational phase of the camshaft with respect to the crankshaft;

a hydraulic pressure control valve operative to control a supply of an operating hydraulic pressure to said variable valve timing mechanism;

a rotational angle sensor operative to detect a rotational angle of the camshaft, the rotational angle sensor being a solenoid-pickup type of sensor and including a detecting end surface that is disposed close to a rotational area of a sensor rotor attached to the camshaft,

wherein said hydraulic pressure control valve includes a drain hole, return oil from said variable valve timing mechanism is discharged through the drain hole of said hydraulic pressure control valve, and said rotational angle sensor and said hydraulic pressure control valve are disposed such that the detecting end surface of said rotational angle sensor is located in a spray area of the return oil discharged through the drain hole.

2. The valve driving device for an engine of claim 1, wherein said hydraulic pressure control valve further includes a spool, a holder for retaining the spool and a solenoid for driving the spool, and said drain hole is formed at the holder.

3. The valve driving device for an engine of claim 1, wherein said rotational angle sensor is attached to a portion of a cylinder head cover that is close to said hydraulic pressure control valve.

4. The valve driving device for an engine of claim 2, wherein said hydraulic pressure control valve is disposed such that an axis of the spool thereof extends substantially in a vertical direction of the engine.

5. The valve driving device for an engine of claim 1, wherein said rotational angle sensor is disposed so as to locate close to and at the front of the drain hole of said hydraulic pressure control valve with respect to a rotational direction of the camshaft.

6. A valve driving device for an engine, comprising:

a variable valve timing mechanism disposed at an end portion of a camshaft driving an intake valve and/or an exhaust valve synchronously with a crankshaft of the engine, the variable valve timing mechanism being a hydraulic-pressure operating type of variable valve timing mechanism that is capable of changing a rotational phase of the camshaft with respect to the crankshaft;

a hydraulic pressure control valve operative to control a supply of an operating hydraulic pressure to said variable valve timing mechanism, the hydraulic pressure control valve including a spool, a holder for retaining the spool and a solenoid for driving the spool;

a rotational angle sensor operative to detect a rotational angle of the camshaft, the rotational angle sensor being a solenoid-pickup type of sensor and including a detecting end surface that is disposed close to a rotational area of a sensor rotor attached to the camshaft,

wherein said hydraulic pressure control valve further includes a drain hole that is formed at the holder, return oil from said variable valve timing mechanism is discharged through the drain hole of said hydraulic pressure control valve, and said rotational angle sensor and said hydraulic pressure control valve are disposed close to each other such that a spray of the return oil discharged through the drain hole is directed toward the detecting end surface of said rotational angle sensor.

7. The valve driving device for an engine of claim 6, wherein said rotational angle sensor is attached to a portion of a cylinder head cover that is close to said hydraulic pressure control valve.

8. The valve driving device for an engine of claim 6, wherein said hydraulic

pressure control valve is disposed such that an axis of the spool thereof extends substantially in a vertical direction of the engine.

9. The valve driving device for an engine of claim 6, wherein said rotational angle sensor is disposed so as to locate close to and at the front of the drain hole of said hydraulic pressure control valve with respect to a rotational direction of the camshaft.

10. The valve driving device for an engine of claim 6, wherein the holder of said hydraulic pressure control valve is formed of a cam cap that supports the camshaft rotatably together with a cylinder head of the engine.